

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No 4078

九月二十二日

WEDNESDAY, OCTOBER 18, 1905.

80 PER ANNUM
SINGLE COPY, 10 CENTS

Bank.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000 \$10,000,000
Silver Reserve \$5,500,000 \$5,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman;
A. HAUT, Esq., Deputy Chairman;
Hon. C. W. Dickson, J. H. Schubart, Esq.;
E. Goetz, Esq.; E. Shellim, Esq.;
G. H. Medhurst, Esq.; Hon. R. Shaw, Esq.;
A. J. Raymond, Esq.; N. A. Siebe, Esq.;
F. Salinger, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH

MANAGER:
Shanghai—H. E. R. HUNTER

LONDON BANKERS—LONDON AND CANTON
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent
per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 3 per cent per annum.

For 6 months, 3 per cent per annum.

For 12 months, 4 per cent per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 19th August, 1905. [23]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
cent per annum.

Depositor may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow Peking

Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Wirschauser & Co.

Mendelsohn & Co.

M. von Rothschild & Soehne

Frankfurt

Jacob S. H. Stern

s.m.

Norddeutsche Bank in Hamburg, Hamburg

Sal. Oppenheim Jr. & Co., Koenig

Bayrische Hypotheken und Wechselbank

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,

DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

HUGO SUTER,
Sub-Manager.

Hongkong, 9th September, 1905. [23]

Intimations.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE—I, SUKAGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES: New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidaura, Kyoto, Shimotsuke, Noto, Wakamatsu, Karatsu, Nagasaki, Kyushu, Basco, Milne, Makassar, Tripoli, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A.J. Code).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies, and the State Railways; Principal Railway Companies and Industrial Works, Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tegawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Feltinotan, Hokoku, Hondo, Ichinoseki, Kanada, Minami, Manourou, Onoura, Otsuji, Sasahara, Tsubakuro, Yashinotan, Yoshio, Tsurubetsu and other Coals.

MINAMI. Manager, Hongkong. [23]

WHEN YOU SEND YOUR "BOY" FOR

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES, GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 20th September, 1905. [248]

COLD STORAGE.

THE HONGKONG ICE COMPANY LTD. have now a new Cable for
COLD STORAGE available at EAST POINT.
It will be open from 10 A.M. and 4 P.M.
Daily, Sunday excepted, to receive and deliver
freightable goods.

W. W. PARSONS,
Manager.

MUSIC LESSONS.

LESSONS IN VIOLIN, GUITAR, MAN-
DOLINE, and HARMONICA,
of experience.

For terms, apply to—

W. W. PARSONS,
Manager.

Hongkong, 10th September, 1905. [248]

Phil.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI.....	ARCADIA.....	About 10th October.	Freight and Passage.
LONDON, &c.....	CHUSAN.....	October 21st Noon.	See Special Advertisement.
SHANGHAI and KOBE.....	MAGAZON.....	About 21st October.	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG CO.	PERA.....	About 25th October.	Freight only.
LOMBO, PORT SAID, MARS SEILLES and BARCELONA	A. L. Valentini.....	October	
YOKOHAMA via SHANGHAI MOJI and KOBE.....	PALERMO.....	About 29th October.	Freight only.
	E. G. Andrews.....	October	
			For Further Particulars, apply to
			L. S. LEWIS, Acting Superintendent, H. M. C. S. [248]

Hongkong, 18th October, 1905.

Intimations.

LANE, CRAWFORD & CO.

GENTLEMEN'S OUTFITTING DEPT.

NOW SHOWING
NEWEST AUTUMN NOVELTIES

IN
SILK NECKWEAR.

LINCOLN & BENNETT'S CELEBRATED HATS.

TWEED GOLF & MOTOR CAPS.

A LARGE VARIETY OF

WALKING STICKS.

LEATHER LEGGINGS.

NEW STYLES AND CLOTHES IN RAINFOATS.

EVERY REQUISITE FOR

DRESS WEAR.

LANE, CRAWFORD & CO.

Hongkong, 19th September, 1905. [248]

TURKISH CIGARETTES.

JOHN PETRINO & Co.

GRAND FORMAT Per Tin of 50 \$1.75

GOLD TIPPED " 50 1.60

STAR OF INDIA " 100 2.75

PRINCESS " 100 2.20

Telephone.

SOLE AGENTS

No 75, CALDBECK MACGREGOR & CO.,
15, Queen's Road Central.

Hongkong, 27th September, 1905. [248]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-
SECOND ORDINARY YEARLY
MEETING of the SOCIETY will be held
at its Head Office, No. 1, Queen's Buildings,
Hongkong, TO-MORROW, the 19th October,
1905, at Noon, for the purpose of receiving
the Report of the Directors, together with State-
ments of Account for the year, 1904, and for the
half-year ending 30th June, 1905, and of declar-
ing Dividends, etc.

The TRANSFER BOOKS of the Society
will be CLOSED from 9th October to the
19th October, both days inclusive.

By Order of the Board,

W. J. SAUNDERS,
Secretary.

Hongkong, 18th October, 1905. [248]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY
GENERAL MEETING of SHARE-
HOLDERS will be held at the Offices of the
Underwriters, at 12 o'clock (Noon), on FRID-
AY, the 20th October.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
October, both days inclusive.

For terms, apply to—

JARDINE, MATHESON & CO.,
General Agents.

Canton Insurance Office, Limited.

Hongkong, 17th September, 1905. [248]

POST

A LARGE, CURLY-HAIRED, DARK
A. G. K.—AFREDALE, TERRACE,
License No. 204 of CANTON, CHINA.

NOTICE.—NOTICE OF NOTIFICATION
OF LOSS.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338	G. F. Morrison, R.M.
"FATSHAN,"	2,260	R. D. Thomas.
"HANKOW,"	3,073	C. V. Lloyd.
"KINSHAN,"	1,995	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.		
Departures from Macao to Hongkong daily at 8 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain W. A. Valentine.
"NANNING,"	569	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

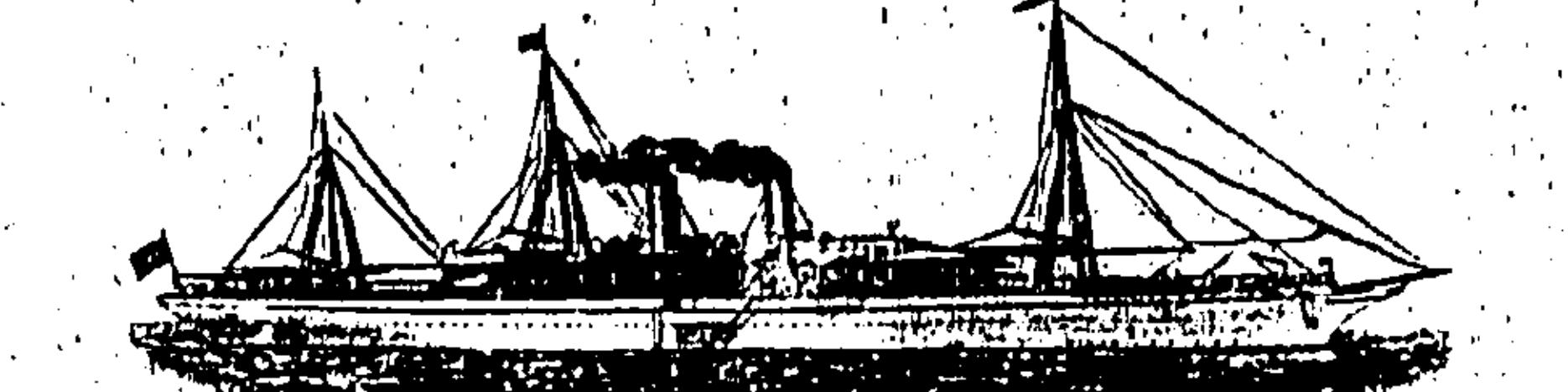
FARES—Canton to Wuchow	Single \$15.00. Return \$25.00.
Canton to Tak Hing	Single \$12.50. Return \$21.00.
Canton to Samshui	Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "ATHENIAN"	2,440.	S. Robinson, R.M.R.	WEDNESDAY, 1st Nov.
"EMPEROR OF INDIA"	6,000.	E. Beetham, R.M.R.	WEDNESDAY, 15th Nov.
"TARTAR"	4,425.	W. Davison, R.M.R.	WEDNESDAY, 29th Nov.
"EMPEROR OF JAPAN"	6,000.	H. Pybus, R.M.R.	WEDNESDAY, 13th Dec.
"EMPEROR OF CHINA"	6,000.	R. Archibald, R.M.R.	WEDNESDAY, 10th Jan.
Hongkong to London, 1st Class.			via St. Lawrence & Co., New York £62.
Hongkong to London, Intermediate on.			
Steamers, and 1st Class Rail	£40.		£42.

THE magnificent Twin-screw, "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through all principal points and AROUND THE WORLD, SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent.

Hongkong, 15th October, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [10]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA; PORTS IN THE LEVANTE; BLACK SEA AND BALTIK PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BORUSSIA*	HAVRE and HAMBURG.	1st Nov.
Hahn	(Calling at S'PORE, PENANG & COLOMBO.)	Freight and Passengers.
SEBRIA	HAVRE and HAMBURG.	10th Nov.
Hofschmidt	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
SENEGAMBIA	HAVRE, BREMEN and HAMBURG.	15th Nov.
Peter	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
G. FERD. LAESEK	HAVRE and HAMBURG.	20th Nov.
Meynders	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
SITHONIA	HAVRE and HAMBURG.	13th Dec.
Hildebrandt	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
NUBIA	NEW YORK VIA SUEZ.	About
Haber	with liberty to call at the Malabar coast.	21st Dec.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Only qualified Doctors are carried.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, 100 Queen's Buildings.

Hongkong, 16th October, 1905.

D. NOMA, TATTOOER, 60, QUEEN'S ROAD, CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast, and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. M. M. The Duke of York and H. H. The Emperor of Russia both honoured me with their presence; I besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 1,000 Testimonials which I have received from all parts of the world. I have also a special tattooing Parlour for ladies.

IMPERIAL GERMAN MAIL LINES.

GERMANY, GERMANY, LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MAPLE, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.E.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

ZIETEN WEDNESDAY, 25th October.

PRINZESS ALICE WEDNESDAY, 8th November.

SACHSEN WEDNESDAY, 22nd November.

PRINZ REGENT LUFTPOLD WEDNESDAY, 6th December.

PRINZ HEINRICH WEDNESDAY, 10th December.

PRINZ EITEL FRIEDRICH WEDNESDAY, 13th December.

GRANSEN/AV WEDNESDAY, 17th January.

ROON WEDNESDAY, 31st January.

PREUSSEN WEDNESDAY, 4th February.

ZIETEN WEDNESDAY, 28th February.

PRINZESS ALICE WEDNESDAY, 14th March.

SEYDLITZ WEDNESDAY, 28th March.

PRINZ REGENT LUFTPOLD WEDNESDAY, 11th April.

PRINZ EITEL FRIEDRICH WEDNESDAY, 25th April.

ON WEDNESDAY, the 25th day of October, 1905, at Noon, the Steamship ZIETEN, Capt. F. von Binsen, with MAIIS, PASSENGERS, SPECIE and CARGO, will leave this Port at above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 25th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th October, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 26th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

ON WEDNESDAY, the 25th day of October, 1905, at Noon, the Steamship PRINZ REGENT LUFTPOLD, Capt. F. von Binsen, with MAIIS, PASSENGERS, SPECIE and CARGO, will leave this Port at above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 25th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th October, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 26th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

ON WEDNESDAY, the 25th day of October, 1905, at Noon, the Steamship PRINZ HEINRICH, Capt. F. von Binsen, with MAIIS, PASSENGERS, SPECIE and CARGO, will leave this Port at above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 25th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th October, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 26th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

ON WEDNESDAY, the 25th day of October, 1905, at Noon, the Steamship PRINZ EITEL FRIEDRICH, Capt. F. von Binsen, with MAIIS, PASSENGERS, SPECIE and CARGO, will leave this Port at above, calling at NAPLES and GENOA.

Intimation.

**WM. POWELL,
LIMITED.**

**"ALEXANDRA
BUILDINGS."**
Des Voeux Road.

**NEW GOODS
NOW ON SHOW.**

**TRIMMED AND
UNTRIMMED
MILLINERY,
FLOWERS,
FOLIAGE, AND
RIBBONS.**

**SILK BLOUSES,
DELAINE SHIRTS,
GOLFERS.**

**LACE COLLARS,
BERTHAS AND
JABOTS.**

**SILK AND LACE
NECKWEAR.**

**Light & Medium-weight
PURE
UNSHRINKABLE
WOOLLEN VESTS,
DRAWERS,
COMBINATIONS
& SPENCERS.**

**FINE CASHMERE
HOSIERY.**

**SILK & KID BELTS,
Latest Designs.**

**DAINTY FANCY
HANDKERCHIEFS.**

**A large assortment of
SMARTLY-CUT
UNDERSKIRTS,
For Morning and Evening wear.**

**English and American
(Black, Bronze & Tan)
BOOTS AND SHOES
with Button, Luce, Buckle or Strap.**

**White Kid, Ivory Satin,
Black-beaded and
Bronze-beaded
EVENING
FOOTWEAR.**

**WHITE KID GLOVES
Self and Block Points**

**SOFT CHAMOIS
WASHING GLOVES**

**DRESS FABRICS
in endless variety**

All the Newest Goods on the Market

INSPECTION INVITED

**WM. POWELL, LTD.,
HONGKONG
GENERAL IMPORTERS**

Auctions.

Public Auction.

**THE Undersigned have received instructions
from the Registrar, Supreme Court,
to sell by**

**PUBLIC AUCTION,
TO-MORROW,
the 16th October, 1905, at Noon, at No. 59,
Des Voeux Road, Central;**

**THE GOODS AND CHATTELS
of**

**SUMINE & CO.,
Printers and Stationers.**

Catalogues will be issued.

TERMS.—As usual.

**HUGHES & HOUGH,
Government Auctioneers
Hongkong, 18th October, 1905. [1012]**

Public Auction.

**THE Undersigned have received instructions
to sell by**

**PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,**

**the 16th October, 1905, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street;**

SUNDRIES.

**HOUSEHOLD FURNITURE
Comprising—**

TEAKWOOD HATSTAND with BEVELLED GLASS, SINGLE IRON BEDSTEADS with WIRE and RATTAN MATTRESSES, MARBLE-TOP WASHSTANDS with GLASS, TEAKWOOD WARDROBES with BEVELLED GLASS, DINING TABLE and CHAIRS, OVERMANTELLES, VIENNA CHAIRS, GLASS CROCKERY and E.P. WARE, PICTURES, CARPETS, &c., &c., &c.

TERMS.—As usual.

**HUGHES & HOUGH,
Auctioneers
Hongkong, 18th October, 1905. [1012]**

Public Auction.

**THE Undersigned have received instructions
to sell by**

**PUBLIC AUCTION,
ON
SATURDAY,**

**the 21st October, 1905, at 11 A.M., at
Kwong Sang Lung's, Yau-ma-tei;**

**ONE STEEL BOILER,
English-made, built at Glasgow;**

**DIMENSIONS—9 ft. 6 in. Diameter by 9 ft.
6 in. long with dome, Shell Plate 4 in., End
Plates 3 in., Tube Plates 9/16 in., Two Plain
Furnaces 3 ft. 1 in. by 6 ft. 8 in., in thick
Separate Combustion Chambers 9/16 in. Plate,
28 1/2 in. Stay Tubes and 64 3/8 in. Plain Tubes,
Longitudinal Stays 2 1/2 in., Combustion Cham-
ber Stays 1 1/2 in., tested by Hydraulic. Pres-
sure to 260 lbs.**

**A Steam-launch will leave Blake Pier at
10.30 A.M. to convey intending purchasers.**

TERMS.—As usual.

**HUGHES & HOUGH,
Auctioneers
Hongkong, 14th October, 1905. [1012]**

Public Auction.

**THE Undersigned have received instructions
to sell by**

**PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,**

on

SATURDAY,

**the 21st October, 1905, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street;**

SUNDRIES.

**VALUABLE HOUSEHOLD
FURNITURE,
Comprising—**

**SILK TAPESTRY-COVERED DRAW-
ING ROOM SUITE, BRASS BEDSTEADS,
TEAKWOOD SIDEBOARDS and DINNERS,
WAGGONS with BEVELLED GLASS,
OVERMANTELLES, TEAKWOOD EXTE-
NITION DINING TABLE and CHAIRS,
VIENNA CHAIRS, TEAKWOOD WAR-
DROBES with BEVELLED GLASS, CAR-
PETS, GLASS, CROCKERY and E.P.
WARE, BLACKWOOD WARE, &c., &c., &c.**

TERMS.—As usual.

**HUGHES & HOUGH,
Auctioneers
Hongkong, 17th October, 1905. [1018]**

Hotels.

**ORIENTAL HOTEL,
MACAO.**

**A FIRST CLASS HOTEL situated in the
Cante of Praya Grande with splendid
view of the Harbour.**

**LARGE AND LOFTY ROOMS,
Elegantly Furnished.**

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

**EVERY COMFORT FOR RESIDENTS AND
TOURISTS.**

For Terms, &c., apply to—

**THE MANAGER,
Macao, 16th October, 1905. [1080]**

**OCCIDENTAL
HOTEL**

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC LAMPS

**TO ORDER IN
EVERY ROOM.**

MODERATE PRICES.

WHITE & BLACK POINTS

SOFT CHAMOIS

WASHING GLOVES

DRESS FABRICS

in endless variety

All the Newest Goods on the Market

INSPECTION INVITED

**WM. POWELL, LTD.,
HONGKONG**

GENERAL IMPORTERS

Commas and Colons.

MAKE ALL THE DIFFERENCE.

Commas and colons, it seems, have a home paper, are the itemsinalmost to rapid progress in the making of the "Peace Treaty." If the authorities engaged followed English precedent, they would ignore punctuation. English law cannot trust itself where commas and colons, periods, and semicolons are concerned, but turns out its legal instruments unpunctuated. The misplacing of a stop has many a time brought disaster, as in the case of the telegram read as "Don't come too late," which should really have been, "Don't come, too late."

The telegraph department discouraged punctuation; it charges 1d. for each comma and 2d. for quotation marks. The man in the street would be rather surprised if he saw the ordinary press telegram as it reaches the hand of the sub-editor, lacking article, definite and indefinite, conjunctions, quotation marks, punctuation.

The writer remembers one poor man who got an unpunctuated Gladstone sentence, filling four sheets of "flimsy"—a diabolical labyrinth of words, which sent that sub-editor raving from the office.

DISTINCTION AND DIFFERENCE.

There is a Russian text-book for soldiers which may well serve as warning for the treaty-designers. Somebody in authority at St. Petersburg heard a drill sergeant instructing his men from this time of maxims. "The military service requires little prayer to God and a strict attention to the orders of a superior." So one amazing mandate ran. An examination of the book made manifest the intention of the author: "The military service requires little prayer to God and a strict attention to the orders of a superior." The sense could hardly have been more confused than by transposition of the colon. Even the anxious scholar was little more at sea when set to point out the errors as to (1) statement of fact; (2) syntax of the sentences: "The hen has three legs," "Who done it?" The answer was: "The hen didn't done it; God done it."

COSTLY COMMAS.

American Government officials know by this time the monetary significance of the comma. Once this little item cost them £400,000. In drafting the Tariff Bill, Congress decided that among the articles to be admitted should be "all-foreign fruit-plants." Now, a clerk, perversely ingenious, thought to improve upon that essential hyphen; he substituted a comma, making the section to read, "All-foreign fruit, plants, etc." Nobody detected the improvement, and the bill became law. The result was that oranges, lemons, bananas, grapes, and every other species of foreign fruit had to enter duty free. It was against the spirit of the Act, but in strict conformity with the letter. A year elapsed before the error could be rectified, and in that time, the U. S. A. customs lost four hundred thousand pounds through the substitution of the comma for the hyphen.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 12 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:

"BAYVIEW, MACAO."

Macao, 7th June, 1905. [64]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour:

CHURCHILL, American 4-masted schooner, Captain 1 man.—Master

Consignees.

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"RHAETIA,"

Captain Behrens, having arrived from the above port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to make immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any cargo impeding her discharge will be landed into the hazardous and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before NOON, TO-DAY.

Cargo not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the 20th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged and damaged Goods will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 20th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged and damaged Goods will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

No claims will be recognized if not presented within 14 days of the steamer's arrival.

McGREGOR BROS. & CO.

HONGKONG, 16th October, 1905. [1027]

HOME INTEGRITY.

Hongkong, Sept. 16.—Everybody who has been to the Diamond Head, which is the last point surrounded by the steamer from San Francisco when coming into sight of the city, in the very center of the crater of Diamond Head a lone man has squatted, built a shack, planted a garden and made his home.

In this green, grassy oasis the man, a native, has pitched his camp, which consists of a wooden shack with kerosene oil can roof, surrounded by an enclosure of brush piled up so as to constitute a fence boundary. The area of the inclosure is about two acres and is divided into two sections, one of which, shaded by trees, is used as a paddock for a solitary cow that has dwelt in the crater for years, arriving there no one knows how.

In the second inclosure, which has been carefully

Entitutions.

A. S. WATSON & CO.,
LIMITED.WINE & SPIRIT
MERCHANTS,

HAVE BEEN APPOINTED AGENTS

FOR MESSRS.

ROBERT PORTER
& CO.,

BOTTLERS OF THE FAMOUS

BULL DOG
BRAND

BASS' ALE, GUINNESS' STOUT,

AND

LIGHT ALES.

PRICES:

PER CASE:

"BULLDOG"	8 doz. pts. \$25.	Per doz. pts. \$3.25
"Bull Dog"	4 " pts. \$18.	" pts. \$4.50
Light Ale in Champagne-bottles (especially brewed for this climate)	8 " pts. \$24.	" pts. \$3.00
"BULLDOG"	12 " splits \$27.	" splits \$2.40
Guinness' Stout	8 " pts. \$24.	" pts. \$3.00
Do.	12 " splits \$28.	" splits \$2.40

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 23rd September, 1905.

(32)

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL,

1ST FLOOR.

WHISKIES.

Per dozen.

Club No. 1 - - \$18.00

Royal Old High

land - - 24.00

J.R.D. Plain - - 11.75

J.R.D. - - 14.25

NOTICE
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to "The Editor," 1,11, Queen's Road, and should be accompanied by the writer's name and address.
Orbans' notices or communications should be addressed to "The Manager."
The Editor will not undertake to be responsible for any rejected MS., nor to retain any contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
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The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.
Single Copy, Daily, ten cents. Weekly, twenty-five cents.

BIRTHS.

At Falkirk, N. B., on the 16th instant, the wife of J. H. PATERSON, a son.

On 6th inst., at Chinanfu to Mr. and Mrs. F. DECARLI, a daughter, (stillborn).

On 7th inst., at Luchoufu to Mr. and Mrs. J. V. MCGINNIS, Luchoufu, Anhui, a son, Griffith Roberts.

On 13th inst., at the Hongkong Bank House, Foochow, the wife of C. H. M. BALFOUR, of a daughter.

DEATH.

On 11th inst., at Chinkiang, China, WILLIAM LAW ALLAN, Assistant Engineer, Shanghai-Nanking Railway, aged 26 years.

THE Hongkong Telegraph
HONGKONG, WEDNESDAY, OCTOBER 18, 1905.

INSANITARY HONGKONG.

In calling the attention of the Sanitary Board to the foul condition of the lanes at the side of their buildings, Messrs. Lane, Crawford and Co. did a service to the community in general. It is a well-known fact that although the main thoroughfares may be all that could be desired from a sanitary point of view, the lanes and alleys which are hidden from the public gaze are frequently nothing more or less than breeding spots of disease. The Chinese coolies and servants, secure in the knowledge that they are likely to escape the eye of the sanitary officials, and trusting to the apathy of the residents in the district, quietly dump all their refuse and garbage in these by-paths and allow it to accumulate until it becomes a menace to the public health. There are some back lanes in the city, even in the very heart of Hongkong, which are a disgrace to civilization, and might, without abuse of language, be described as veritable "sinks of iniquity." The average coolie would appear to be immune to offensive odours, for he can live amid surroundings which would seriously affect the health of a European within a week. The Medical Officer of Health who visited the lane referred to by Messrs. Lane, Crawford and Co. admitted that there was every justification for the complaint, and proceeded to make certain recommendations for the abatement of the nuisance. But it will strike the reader as somewhat curious that such a complaint on the part of Messrs. Lane, Crawford & Co. should have been necessary at all, and especially that it should have been justified by the head of the Sanitary Department. It is the duty of the sanitary inspectors not merely to accept it as a matter of course that the lanes are pure and sweet, simply because the front of the house is kept in good order, but also to ferret out the likely and unlikely places where insanitary conditions may occur. In this case the lane was between two new buildings; what then must be the condition of things in those parts of the city where lanes have existed for years? Householders generally have little inclination to rush into print or to write to the Sanitary Board about their grievances in respect of insanitary conditions prevailing in the vicinity of their dwellings. They go on the principle that it is better to bear the ills they have than fly to those they know not of. Undoubtedly that principle is wrong; and it is a wrong which may ultimately not only affect themselves but may extend to the whole community. The acquiescence of the neighbours in this disgraceful state of affairs only leads to further inroads on the decency and cleanliness of the district by the original offenders. Still it is no argument to say that because no complaint is made, the Sanitary Board's officials can not be supposed to know there is anything to be remedied. On the contrary, it is the duty of the sanitary inspectors to act the part of detectives searching for those cancerous growths which spring up in a single night. The President of the Sanitary Board said that there had been a "lot of complaints about the refuse from those offices recently built on the Praya front, and officers of the Sanitary Department had gone to a considerable amount of trouble in endeavouring to obtain an abatement of the nuisance." Granted all that, but it is the duty of the officers of the Sanitary Department to take every pains possible to rid the city of foul accretions and to keep the city clean and healthy. That is what they are paid for. The story of the housemaid who swept everything into corners, below the furniture, and everywhere except into the ash pan, has its fellow in the procedure adopted by those who are too lazy to adopt proper measures for the disposal of their rubbish. It is for the sanitary

inspectors to discover those corners, and, if possible, to get the offenders severely punished. On the question whether the occupier of a house should be punished for the act of a servant who knowingly and wilfully contravenes the Sanitary Laws, that is a legal point of some interest. The common law says that an employer is responsible for the acts of his servants; but it would certainly be a hardship if the occupier of a house had to pay for the negligence of an ignorant or disobedient servant, who, in order to save himself trouble, threw the household refuse into the street, or concealed it in the nearest hole in the ground. However, that is contentious matter which is better left to the magistrate; but it will be interesting to watch the proceedings should a test case arise on this point. The discussion at the Sanitary Board over Messrs. Lane, Crawford & Co.'s complaint proved that when questions of this character are brought to the attention of the Board there is no hesitation in dealing with them right off the reel. We trust that it will spur the sanitary officials to keep an eye on the back-lanes in future, so that similar complaints may be rendered impossible.

AFTER THE WAR.

There is an uneasy feeling in shipping circles that the release of the steamers which were chartered by Japanese firms on the outbreak of the war may have a decidedly adverse effect on trade in the Far East. When the war began, the subsidised vessels of the principal shipping firms in Japan were taken over by the Government for the transport of troops to the mainland. In consequence, these companies chartered all the vessels that were at hand to replace the subsidised boats. At the present moment the Osaka Shosen Kaisha has 17 foreign vessels under charter; the Nippon Yusen Kaisha has 25—making a total of 42 vessels with an aggregate of 88,498 tons. In addition to these the Mitsui Bussan Kaisha, the Hokkaido Colliery Company, and several individual shippers have charters on foreign vessels, so that the total tonnage under charter should be fully 100,000 tons. A Japanese contemporary states that in all probability the charter of those vessels will be continued until the withdrawal of the Japanese troops from the war area has been completed. But when these vessels are released, a very serious situation will arise. Even the Japanese shipping agents are beginning to realize the danger which these tramp steamers may prove to Japanese. "It is feared that when their charters expire they may compete against Japanese vessels along the Japanese coast, or between Japan, Korea and China, as they have gained much experience in these waters." There was never a truer word said. These unchartered boats will undoubtedly compete with the regular Japanese lines and it is difficult to see how anybody can prevent them. They will also compete with the vessels from Shanghai and Hongkong, trading to the north, and the pressure of their presence will be quite as severely felt here as in Japan. Never was that causus that "competition is the life of trade" more clearly exploded, than in this case; instead of being the life it may prove the death of the trade carried on by reputable shipping firms. It is just possible that a way out of the difficulty may be found, when the chartered vessels are released, and for the sake of the shipping trade of Hongkong we earnestly trust that such a way will be found.

LOCAL AND GENERAL.

THE American cruiser *Cincinnati*, which went aground at Himeshima, suffered no damage and was able to leave for Shanghai the same night. She is now lying off Woosung.

SIR FRANCIS and Lady Piggott returned to the Colony from Japan to-day. We understand they are going to take up their residence at "Mountain Lodge," during the winter months.

LEAVE of absence on private affairs to the neighbouring countries has been granted to Major L. J. Dopping Heppenstall, Royal Engineers, from 1st November to 1st December.

THE officers and men at the Volunteer camp on Stonecutter's Island attended an informal concert last evening, and spent a most enjoyable time. There was a maxim drill on the range this morning, and this evening there will be a rehearsal of the parade on the King's Birthday.

In the perjury case before the Court at the Criminal Session this morning, the prisoner Li Ping Kwan addressing a witness, said "You say, you never saw me before; isn't it a fact that I am your uncle?" "No," replied the witness, "You are not my uncle, I don't know you, and never saw you before!"

A Peking dispatch states that it has been officially decided to change the name of the Lü-Han Railway to that of China-Hankow or Peking-Hankow Railway. The name should be "Once the line is in working order passengers will be able to easily travel from Peking to Hankow in fifteen hours."

THE number of Russian and other foreign vessels captured in the course of the war has reached fifty-four. To these have to be added the refloated vessels at Port Arthur, which will amount to a considerable number. It is stated that the smaller steamers will be allotted to the Naval Station and Harbour Offices, while the larger ones will mostly be sold by tender.

SOME good sport is expected at the St. Patrick's Club to-night, when the Challenge Match will take place between Messrs. P. Rosa and M. Leong. The ability of the two players is well known in the Colony, and the game of 300 up should prove interesting. Arrangements have been made for the game to take place at 8 p.m., so as to suit both players and those interested in billiards.

INTELLIGENCE has been received that M. Beau will be leaving Marseilles shortly for Saigon to resume the governor-generalship of French Indo-China. It will be remembered that M. Beau went home in July. It is said that his stay at Saigon will be a very short one as he is to return to Europe to re-enter the diplomatic service, from which he was detached when French Ambassador at Peking to succeed M. Doumer as Governor-General of French Indo-China.

THE increasing employment of foreign seamen in the British Mercantile Marine is again attracting attention. A Parliamentary return shows forty thousand foreigners employed, as against one hundred and seventy thousand persons of British birth, and forty-one thousand lascars. If foreigners earn on an average one pound a week, then two millions are paid per annum to alien seamen. The war of freights, which necessitates a low scale of wages, is held chiefly to blame.

A STRANGE and unfortunate incident is reported to have occurred while the British squadron was at Osaka. A funeral procession which was passing along Hon-machi was encountered by a party of the bluejackets, and the latter, not unnaturally, having regard to the great contrast between Japanese and Western function of this kind, failed to gather the true significance of what they saw, and mistook the funeral cortège for a procession in their honour. They therefore greeted it with shouts of "banza" and one of the sailors, leaving his riksha, attempted to seize some of the flowers.

VICE-ADMIRAL Uru, Commander of the Second Squadron, reports that a Japanese warship examined and captured the German steamer *Curzon* (3,326 tons) at 4 o'clock on the afternoon of the 7th, at a point, near the eastern passage of Tsushima Strait. The vessel was bound for Nicolaevsk. The Imperial Headquarters have received the following telegram from Takeshiki:—After the proper examination, a Japanese warship captured the Norwegian steamer *Arusfrid* (the tonnage is not certain), in the neighbourhood of the western passage of the Tsushima Strait on the 7th. The vessel was on her way to Vladivostok.

A SHIMONOKI telegram to the *Matsuchi* states that the captain of the Norwegian steamer *Holm*, which is under charter to the Mitsui Bussan Kaisha and left Moji for Hongkong on the 8th, noticed a Japanese girl walking on deck on the evening of that day. He at once ordered an investigation, with the result that forty-eight girls were found stowed away in a coal bunker. The vessel immediately started to return to Moji, but in the morning, before Mutsuwa island had been reached, a Japanese and a Chinese sailor, who are said to have been chiefly responsible for the smuggling of the girls on board, jumped into the sea and have since been missing. The girls were handed over to the police authorities at Matsue.

THE following bit of gossip will interest many people in the Far East:—A cable to the *New York World* from London says:—It is understood here that George W. Smalley, the American correspondent of the London *Times*, will be replaced by Dr. George Ernest Morrison, correspondent of the *Times* at Peking. Dis-satisfaction has existed in the *Times* office over the handling of peace negotiations at Portsmouth by Smalley. Dr. Morrison was assisting Smalley, and while he furnished him with the information he gathered, Smalley wrote and signed all the dispatches. Morrison is said to have known twenty-four hours in advance of the intention of the Japanese Government to waive the claim for indemnity, which virtually meant the acceptance of the Russian conditions. He notified Smalley of this, but as he declined to reveal the source of his information, Smalley refused to send it to the *Times*. Another cause for complaint, it is said, against Smalley is that, despite the protests of Morrison, he assumed a pro-Russian attitude contrary to the policy of the *Times*.

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AN interesting little ceremony took place on Sunday morning, the 8th inst., when the members of the Tokiwakai, an association of girls graduated from the Kobo Higher Elementary Girls' School, many of the members of which, however, are now married, paid a visit to the flagship *Admiral* and presented baskets of flowers to Admiral Noel. When the Admiral came to greet the young ladies they gave three "banza's," and Admiral Noel was evidently highly delighted and not a little surprised when the party joined in singing the British National Anthem in English. This was followed by the singing of the *Kimigayo* and the *Yamato* ("Greet! Greet!"). Admiral Noel said that he was very pleased to hear Japanese girls sing the British national anthem, and the visit would long remain in his memory. He added that, if previous notice had been given, he would have arranged a tea party on board.

The young ladies were then allowed over to the *Admiral*, and a few shots were fired over the water. The girls then paid a visit to the *Admiral* and presented him with a basket of flowers. The *Admiral* gave a speech in which he said that he was very pleased to have the girls on board, and that he hoped they would have a happy time. The girls then paid a visit to the *Admiral* and presented him with a basket of flowers. The *Admiral* gave a speech in which he said that he was very pleased to have the girls on board, and that he hoped they would have a happy time. The girls then paid a visit to the *Admiral* and presented him with a basket of flowers. The *Admiral* gave a speech in which he said that he was very pleased to have the girls on board, and that he hoped they would have a happy time.

THE Star and Times understand that Chinese and Japanese capital combined will take over the cotton mill, which has never been used for the purpose. It was intended for, near the English village. The intention is to manufacture "sails" out of waste silk. The building has from time to time been used as a temporary barracks.

A NORTHERN journal says that Mr. H. E. Hobson, Commissioner of Customs at Shanghai, is to proceed to South Africa to negotiate the grievances of the coolies there, but Mr. Hobson, on whose shoulders will be laid the task of carrying out the Hushpoo Consular Scheme, knows nothing of this reported commission.

THING must be coming to a strange pass in Hongkong when destitutes driven to begging in the streets of the Colony, propose to take a chair to the House of Detention. Yet this is what one of the genus "beach-comber" wanted to do last night. Asking a gentleman for a few cents to get something to eat, he was advised to go to the House of Detention when his amazing rejoinder thereto was, "what ought to pay a chair, sir, to take me there?"

IT is understood that Lord Curzon will receive the Prince and Princess of Wales on their arrival in India. He will probably meet Lord Minto on the 12th inst., and sail from Bombay next day. This change of plans, it is generally believed, is mainly due to King Edward's personal wishes, and there is universal satisfaction at the arrangement that Lord and Lady Curzon will have the honour of welcoming the Royal visitors to India a few days before the Viceroy hands over the Governor-Generalship to his successor.

A ROME cable says:—According to dispatches from Turin, the clerical newspaper, *Il Momento*, assures that after the ratification of the treaty of peace between Russia and Japan, Emperor Meiji will go to Europe, in response to an invitation from King Edward of England. After visiting London, the Mikado will go to Italy, Germany, and perhaps France, making short stays in Rome, Berlin and Paris. A part of the squadron of Admiral Togo will accompany him on his trip to Europe and the English and Japanese seamen will thus meet. This report, which *Il Momento* declares to be authentic, is much commented upon.

COLONEL Gaedke, who was a war correspondent for the *Berliner Tageblatt* with the Russians in Manchuria, writes in that newspaper a reassuring article, as far as Great Britain is concerned, regarding the possibility of India. Colonel Gaedke bases his calculation on the resistance which would be offered by the Afghans, and he estimates that the Russians would require 60,000 men to cross Afghanistan and begin the invasion of India with any prospect of success. Hence the German war correspondent considers that the daring project of General Skobelloff and his successors in Central Asia for an invasion of India is utterly chimerical.

DOCK companies all over the East have got very modest ideas of the value of their stock, but even the expansive heart of Mr. Twentyman, the late Managing Director of Messrs. S. C. Farnham, Boyd & Co., must pulsate with additional fervour when he reads of the claim made by the Singapore Dock Company upon the Government for the value of their property, which the Government wishes to take over as part of Sir John Fisher's scheme of Imperial defence. The modest value which the Dock Company put upon their property must make even Farnham's Directors blush. They want nine million pounds sterling for their dock, or \$1,000 per share, for stock which stood last month in the open market at \$250. What next?—*China Gazette*.

WE are informed that the Secretary of the Shanghai Marine Engineers' Association, Mr. Albert Liang, has, under instructions from the General Committee, handed Mr. W. Guld, the chief and only surviving engineer of the ill-fated s.s. *Hsichia*, a cheque for two hundred dollars, as compensation for the loss of his personal effects, through the destruction of the vessel, by a mine on the 30th ult. We believe it is the intention of

TELEGRAMS.

THE PEACE TREATY.

Mr. M. Nomura, Consul for Japan, has kindly forwarded to us the following telegram—

Tokio, 16th October, 7 p.m.

The Peace Treaty of Japan and Russia was ratified by His Majesty the Emperor of Japan as well as by the Tsar of Russia on the 14th instant, and information of the ratification of the Treaty was exchanged by both the Governments on the 15th instant.

The whole of the terms come into force from the date the information was received.

The Japanese Government has promulgated it in the Government Gazette of the 16th instant by Imperial Decree.

[*Reuters.*]

The French Newspaper Revelations.

LONDON, 16th October.

The correspondent of the *Echo de Paris* in Berlin learns, from a semi-official source, that Lord Lansdowne told Germany in June, though no Anglo-French alliance was then concluded or promised, that England would take the side of France, if war broke out through the fault of Germany.

Later.

THE "TIMES" ON THE SITUATION.

The *Times* summing up the situation says, it does not pretend to know how France came to understand, as with good reason she did understand, that in the event of an unprovoked attack arising out of the Anglo-French agreement, Great Britain would support her; but what ground has Germany, who despairs all dreams of aggression, against anybody, to complain about it, inasmuch as our support would only be given in the case of unprovoked aggression?

The Death of Sir Henry Irving.

Sir Henry Irving's death has evoked innumerable tributes, including messages from the King and President Roosevelt.

There is a strong movement in favour of the burial in Westminster Abbey.

RUSSIAN GRAND DUKE.

BANISHED FROM THE COUNTRY.

The Grand Duke Cyril has been dismissed from the army, deprived of all honours, and excluded from Russia, for marrying the divorced Grand Duchess of Hesse.

[The Grand Duke Cyril Vladimirovich is the eldest son of the uncle of the Tsar, Grand Duke Vladimir Alexandrovich, who, of the twenty Russian Grand Dukes, is second nearest to the Throne. The young Prince, who is nine and twenty years of age, was the hope of the party of the Grand Dukes, as opposed to that of the present sovereign, and was, moreover, one of the few sailors in the Imperial family. He was one of the fortunate survivors of the destruction of the *Petrovavlovsk*, which, it may be recalled, was Admiral Makarov's flagship which was sunk outside Port Arthur on the morning of the 13th April, 1904. At the time the Admiral was at breakfast, and the Grand Duke Cyril was on the bridge with other officers. Suddenly there was a terrific explosion, by the force of which the Prince was sent flying across the bridge, and the base of his skull struck an iron stanchion. Fortunately he did not lose consciousness, and believing the ship, was about to sink he clambered down the side, and plunged into the water. He succeeded in reaching a piece of wreckage to which he clung for twenty minutes before he was picked up by a torpedo boat. He was taken to the hospital at Port Arthur where his injuries were attended to, and subsequently left for St. Petersburg. He is said to be both energetic and athletic, and is much more of a Romanov than his cousin, the Tsar, is. Until the birth of the Tsar's son he stood in the direct line to the Throne, and it was thought that if the Crown reverted to him he would resemble Nicholas I, rather than any of the three last Tsars, and would be the autocrat of All the Russias in fact as well as in name.—The divorce of the Grand Duke Ernest Louis of Hesse from his wife, Princess Victoria Melita of Sax-Coburg, was pronounced, in December, of 1901, on the ground of absolute incompatibility. They were married in 1894.—Ed., H.K.T.]

[*Strait Times.*]

British East Africa.

London, 9th October.

The expedition, which is being despatched to Nairobi in British East Africa against the Nandi tribe, who are again giving trouble, will consist of 1,500 troops, with nine Maxim and two armoured trains to patrol the line.

Express Liner.

The Hamburg-American line has purchased the Union Castle liner *Scyra*, which has been rechristened the *Ocean*. She will conduct an express service between Naples and Alexandria in connection with the Berlin express.

Pasha Dead.

Ezden Pasha, the Turkish Commander-in-Chief in the Greek War, is dead.

Norway.

105 Banks, headed by the Bank of Norway, have petitioned the Storting to restore settled conditions by electing a King.

Tuberculosis.

Professor Behring described at the Tuberculosis Conference his new remedy for consumption. The principle is the impregnation of living cells in a body with a substance extracted from the sputum of tuberculous.

Prof. Behring temporarily retains the secret of the substance, which he is convinced, although it has hitherto been used only for medical purposes, will be applicable to human consumption.

He will publish a book when the remedy is perfected, and the secret of the remedy has been obtained.

It was heard with the closest attention and respect by a concourse of eminent savants who were deeply interested in his novel curative method.

Cotton Report.

A Washington telegram says the Department of Agriculture intends issuing in November a cotton report, probably early in the month.

The Recent Crisis.

BRITAIN AND GERMANY UNWITAKARLY ON VARIOUS OF WAR.

London, 10th October.

The London dailies with the exception of *The Times* and the *Daily Mail* remain silent in regard to the startling revelations published with such disconcerting candour by the *Paris Matin*.

SILENT BUT NOT INDIFFERENT.

This silence, however, must not be interpreted as indicating any indifference to the situation, because the great prominence given to the revelations in the news columns of those papers rest in the fact that a deep and anxious impression has been made upon the minds of the British public.

A DANGEROUS IMPRESSION.

In my opinion, the British press realises too fully the seriousness of the present crisis, and purposely avoids further increasing the dangerous impressiveness that has been created by the disclosure.

DELACASSE'S POLICY REHABILITATED.

The Paris correspondent of the *Times* telegraphs that the disclosures have evidently been provoked by the misstatements contained in Prince von Buelow's declarations, published as interviews last week, and that everything that has occurred since the resignation of M. Delcassey has tended to show that his policy was sound and far-sighted, and it has not tended to show that his successors have not only been compelled to return to his policy, but have been obliged to emphasise it.

A DESERVED TRIBUTE.

Commenting upon the disclosures, *The Times* observes:—"M. Delcassey has many warm friends and admirers amongst us. They will rejoice to see that the numbers of our countrymen who rejoiced in his recent overthrow are now beginning to doubt whether full justice was done to him or to his policy." The article quoted ends with a reference to Delcassey's own statement to the effect that England was ready to support France with naval and military forces.

BRITISH CHECK TO GERMANY.

The Times has no fault to find, because such a contingency of unexpected act of aggression by Germany would be continual.

If the British Government had supported France against such an act of aggression, it would have been with the hearty approval of the (British) nation.

THE BALANCE OF POWER.

The *Daily Mail* publishes a soberly worded leader in which it depicts the present state of tension which has been caused by the momentary disappearance of Russia as a great Power from the stage of European politics.

It further declares that the recovery of Russia will mean the restoration of the balance of the Powers in Europe.

FRIENDSHIP MAY CLEAR THE AIR.

It also hopes that, in the near future, improved relations between Britain and Russia will be brought about, with the common friendship of France.

AN UNFORTUNATE MOVE.

What is perfectly clear to me (the *Strait Times* correspondent) is that the result of the disclosures is greatly deplored throughout the country as being calculated to greatly increase the hatred and distrust of Germany by the British public.

[*W. C. D. Newell.*]

A Reported Rising in Shantung.

Peking, 13th October.

The German Minister (Baron A. von Mumm) has called at the Wai-Wu-Pu and stated that several hundred natives have risen at Yung-cheng, Tsoochou, Shantung, that they are armed with foreign rifles; and are anti-foreign in sentiment. He urged that the Governor of Shantung should be asked to send troops to suppress them.

DECORATIONS FOR ATTACHES.

Tokio, 13th October.

Lieut-General Burnett has been given the First Order of the Rising Sun and the other foreign military attachés have also been decorated.

EDWARD THE PEACEMAKER.

PROPOSED NATIONAL RECOGNITION.

STOPPED BY THE KING.

A London wire of 18th ult. states that correspondence which is now published for the first time, with the assent of King Edward, shows that a proposal to make national recognition of the King's efforts to preserve the world's peace was, at the suggestion of the King, not proceeded with.

In December, 1901, one of the Scottish provosts wrote to Lord Knollys, Private Secretary to the King, suggesting that an opportunity should be given to all classes of testifying by means of shilling subscriptions to a fund, whose object King Edward and Queen Alexandra should determine, their appreciation of the immense good, which their Majesties had done on behalf of peace and goodwill.

Lord Knollys replied that the King rejoiced to hear that his subjects thought he and the Queen had been of some utility in promoting peace and goodwill, and their Majesties were more than contented with that reward.

His Majesty thanked the Provost, and opined that it would be better not to proceed further with the matter.

GERMAN SHIPPING COMPETITION IN THE FAR EAST.

Recent Reuter telegrams stated that two influential German shipping firms were seriously considering the advisability of making a bid for the Yang-tze trade, but this was officially denied. We understand, however, that the Hongkong & Whampoa Dock Company have been invited by a prominent German shipping firm in Hongkong to submit estimates of the cost of building a river steamer of the type, and as large as the vessel now being constructed to the order of the Indo-China Steam Navigation Company at Kowloon, particulars of which have already appeared in these columns. It is understood that, in the event of the bid being approved, the German shipping firm will be empowered to place an order for such a vessel in the Hongkong & Whampoa Dock Company, and that the German firm will be asked to submit their bid.

It will be published when the bid is made.

NEW BUILDING MATERIAL.

PROPOSED FORMATION OF COMPANY IN HONGKONG.

SUMS IN CANTON RIVER.

The introduction of a new building material, which is cheap, attractive, and able to withstand enormous pressure should naturally appeal to the people of Hongkong. New buildings are going up in all directions and not too soon either if the congested areas in the lower quarter of the city are to be wiped out. The new material which has been tried with success in England, America, South Africa and India is being submitted to the builders and architects of Hongkong by Mr. G. W. Cooke, who represents the inventor in the Far East, the Silicate of Lime Stone, Limited, of England, and it is hoped that a company will be formed here to engage in the production of this new building material which is known as silicate-of-lime stone.

Briefly, the material contains 8 per cent of lime and some 92 per cent of silica or sand—the product being brought into combination under great heat and pressure. It should be stated that the product is not another of the many concretes which have been moulded and then described as "artificial stones." The effort to produce such a stone dates back to 1834, but it was left to an Englishman, Mr. L. P. Ford, of Gresham, England, to obtain the results required. Since Mr. Cooke, the Far Eastern agent, has been in Hongkong, he has had the stone tested at the Green Island Cement Works, at Kowloon, where it withstood a pressure of three and a half tons the square inch, whereas the best bricks produced in the Colony are only capable of withstanding a pressure of one and a half to two tons, and yet the new material costs less than the ordinary brick. Under special tests the stone required a pressure of 50 tons per square foot to crush it. The samples which Mr. Cooke has brought with him are of a beautiful glossy cream or white colour, but according to the quantity of oxide of iron present in the sand, or the amount added, the stone varies in colour, some very fine decorative effects being obtained. It is intended, if the necessary capital is forthcoming, and after the encomiums pronounced on the stone by experts, and the profits likely to accrue from the sale of the finished article it seems exceedingly probable that the money will be obtainable to form a company in Hongkong for the production of bricks and stones made by this new process.

THE "TAF ON" TORPEDO BOAT.

When the Canton river steamer *Taf On* came into port this morning she had on board Capt. Tsu Wu, and the entire crew of the Chinese torpedo boat *U Siv*, which had sunk in the river under circumstances recorded to us by an eye-witness. It seems that on the arrival of the *Taf On*, Capt. Tsu called at the Central Police Station this morning and reported that, at 10.30 p.m. yesterday, while the torpedo boat was steaming towards Canton, and had got near Mung Sha, in the San On district, she was run into by the s.s. *Taf On*, which was on its way down to Hongkong. The torpedo-boat sunk within a quarter of an hour, her crew however, being saved and brought on to Hongkong in the *Taf On*. All the property and personal effects of the crew went down with the torpedo boat. Inspector Smith, the officer on duty, referred Captain Tsu to the Harbour Master as being the proper authority to whom to make the report. When seen the officers of the *Taf On* declined to be interviewed at this stage, but our representative was fortunate enough to meet an eye-witness of the occurrence, who, although desirous to maintain his *incognito*, vouches for the following facts. When about four miles past Langki, at about a quarter past ten on the night of the 17th instant, a vessel was sighted. She was only showing dim white lights, and had no regulation red and green side-lights, and so it was thought she was a boat at anchor. Upon getting close to her it was discovered that the vessel was a torpedo-boat under way. By this time the vessels were so close that it was too late to do anything to avert an accident. The *Taf On* reversed her engines and went full speed astern to lessen the force of the inevitable impact, and she crashed into the *U Siv* just astern of the engine-room, causing her to heel over. In all probability she was cut below the water line, as she filled with water and in 20 minutes had sunk stern first in four fathoms of water. Previous to this some one aboard the *Taf On*, shouted to the engineer of the *U Siv* to take all precautions against a boiler explosion. This was done and further catastrophe averted. At the first jar of the impact three of the *U Siv*'s crew scrambled aboard the *Taf On*, while from the latter vessel boats were quickly lowered, and the rest of the crew to the last man, to the number of 30 in all, were taken on board although they endeavoured to argue the point of saving their belongings first. This point, however, was speedily settled by the sinking of the *U Siv*. It is stated that the *U Siv* was going along without the regulation lights as she was looking out for suspected smugglers and pirates, and this fact led to the accident.

The *U Siv* was built by Messrs. W. Armstrong and Co., Ltd., about ten years ago, and was one of the biggest of the torpedo-boats in the service, but as it is believed that her boilers are intact, and her hull not much damaged, and as she lies in only four fathoms of water, it is understood that her raising will be a simple matter. The *Taf On* suffered no damage whatever.

THE BALANCE OF POWER.

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It further declares that the recovery of Russia will mean the restoration of the balance of the Powers in Europe.

AN UNFORTUNATE MOVE.

What is perfectly clear to me (the *Strait Times* correspondent) is that the result of the disclosures is greatly deplored throughout the country as being calculated to greatly increase the hatred and distrust of Germany by the British public.

AN INTERESTING COMPARISON.

An interesting comparison might be made of the highest cost price of the new products and the lowest selling price of the material in use at present. 430 tons of bricks at 4/- per ton equals 120,000 bricks at 17/- per 1000; these selling at 2/- per 1000, the average price if not lower than the average price—give a profit of £40.5/-.

Then 120 tons of stone, selling at threepence three-fifths per cubic foot and selling at one shilling per cubic foot give a profit of £66. Therefore a total profit of £133.3/- which should be sufficient to satisfy

the most avaricious shareholder in the concern. With regard to the stone, it can be pressed and faced at something like 15 cents per cubic foot; Hongkong stone, such as that seen in the International Bank building, costs about 5/- per cubic foot; while polished stones run up to £1 or £2.

Altogether the idea of floating a company in which the profits are so satisfactory seems extremely feasible, and it is understood that several local gentlemen are interesting themselves in the matter. Mr. Cooke, who as already stated, is the representative of the proprietary in the Far East, is an Englishman who has had large experience of civil and mechanical engineering in China, India and the Philippines and is himself an expert on this subject. The samples are exceedingly attractive and should make excellent building material, the very cheapness preventing anything like stamping work in walls being attempted.

Mr. Cooke, who is himself now stuck to his perjury in the face of the proof that was brought out in the evidence that he was not in the house of deceased on the day when he was alleged to have signed the will in question. Twelve months' hard labour.

Li Lui Sin, the accomplice of the above accused, who also committed perjury under similar conditions, was then put on trial, and he at once admitted that the will was a forgery, while at the same time he stated that he did not commit perjury. He was also sent to twelve months' hard labour.

The Court then adjourned till 10 a.m. tomorrow.

NOTWITHSTANDING that a District Government Office has been established by the Chinese at Lungchow, on the border of Kwangsi, to receive the French authorities, says the *Scammonden & Co.* of Hongkong, the French authorities have not yet been received.

The Chinese Government has been asked to

CHINESE TORPEDO BOAT.

SUNK IN CANTON RIVER.

When the Canton river steamer *Taf On* came into port this morning she had on board Capt. Tsu Wu, and the entire crew of the Chinese torpedo boat *U Siv*, which had sunk in the river under circumstances recorded to us by an eye-witness. It seems that on the arrival of the *Taf On*, Capt. Tsu called at the Central Police Station this morning and reported that, at 10.30 p.m. yesterday, while the torpedo boat was steaming towards Canton, and had got near Mung Sha, in the San On district, she was run into by the s.s. *Taf On*, which was on its way down to Hongkong. The torpedo-boat sunk within a quarter of an hour, her crew however

Intimation.

THE HONGKONG FROZEN
FOOD SUPPLY.
THE DEPOT OPENS AT 6 A.M.

THE following are in Stock:

PRIME AUSTRALIAN BEEF, MUTTON,
LAMB, PORK,
DAIRY FARM FED PORK

Bacon, Best Wiltshire \$0.70 per lb
Canned Meat Extract, 2 oz 70 per pot.
" do " 4 oz 1.25
Ducks, Local (dressed) 65 each
Fish, Fresh Canadian Salmon 60 per lb
Fish, Australian Smoked Mullet 60
" Fish, " do " Schnapper 65
Geese, Local (dressed) 50 each
Hares, Australian 1st Grade 1.40
Ham, Best York 70 per lb
Ham, Australian, " Pineapple " Brand 60
" (cts. extra per lb for Ham cut), 60
Kidneys, Australian Sheep 65 each
Lemons, Australian 48 cts & 60
Oysters, American (large size, in tins) 2.50 per tin
Oysters, Australian (in bottles of 1.25 & \$2.50
21 and 5 doz.) per bottle
Partridges, Local 50/5 each
Pigeons, Local 25
Rabbits, Australian 1st Grade 65
Sausages, Australian Fritz 65 per lb
Sausages, Own Make (of Australian Meats) 65
Snipe, Local 25 each
Tongues, Australian Sheep 20
Turkey, Choice Australian (plucked) 60 per lb

SPECIAL NOTE.
Orders required to be filled in the Early Morning should be sent in before 3:30 P.M. the previous day.
Orders for NOON should be sent in by 8:00 A.M. the same day.
Orders for 3:30 P.M. should be sent in by NOON the same day.

Hongkong, 17th October, 1905. [688]

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

MM
ESTEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
DJIBOUTI, EGYPT, MAR-
SHALLS, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "OCEANIEN,"
Captain Courte, will be despatched for
MARSEILLES on TUESDAY, the 31st
October, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. SALAZIE 14th November.
G. DE CHAMPEAUX,
Agent.

Hongkong, 17th October, 1905. [7]

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.
Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

SAVANNAH 9,606 E. V. Roberts 25th Oct.
Hades* 3,753 Geo. Wright 20th Nov.
Tremont 9,606 T. W. Garlick 24th Nov.
Luna* 4,417 G. V. Williams 9th Dec.
Platina* 3,753 F. G. Purington 29th Dec.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STewardess.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room, Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWEIL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 16th October, 1905. [8]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
TRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMER-
ICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN."

Captain H. W. Kenrick, R.N.R., carrying His Majesty's Mails, will be despatched from this port, BOMBAY, on SATURDAY, the 21st October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Britannia*, 6,525 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Moldavia*, due in London on the 2nd December.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. S. LEWIS,
Acting Superintendent,
Hongkong, 7th October, 1905. [12]

To Let.

TO LET.
NO. 15, KNUTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 3rd September, 1905. [900]

TO LET.

NO. 3, MACDONNELL ROAD.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 19th July, 1905. [755]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 27th June, 1905. [692]

TO LET.

A BUILDING AT CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

NO. 1, RIPPON TERRACE.

FLATS IN MORETON TERRACE, facing
Polo Ground.

OFFICES IN course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 19th August, 1905. [169]

SHOP TO LET
IN
QUEEN'S ROAD CENTRAL.

HALF THE PREMISES at present occu-
pied by the ROBINSON PIANO CO.,
possession November 1st.

For Particulars, apply to—

W. BREWER & Co.,
Hongkong, 23rd September, 1905. [921]

TO LET.

S EMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright and Airy Rooms. GAS and ELECTRIC
BELLS laid on. Commanding fine view of the
Harbour.

Rents very moderate.

Apply to—

H. RUTTON JEE,
No. 5, D'Aguilar Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE

GENERAL HOUSEHOLD

REQUISITES.

AC. & C. & C. & C.

DEPOT

FOR

EASTMAN'S

KODAKS, FILMS

AND

ACCESSORIES.

Telephone 216.

AMATEUR WORK Required PROMPT and CAREFUL ATTENTION.

104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649